

Washington Metropolitan Area Transit Authority

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Description	FY 2003 Approved	FY 2004 Proposed	% Change
Operating Budget	\$154,531,000	\$165,200,000	6.9

The mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the public with an efficient, affordable and diverse means of travel, under the direction of the Mass Transportation Division, which provides funding, policy recommendations and coordination services to the agency.

The Washington Metropolitan Area Transit Authority, which provides an integrated bus and rail transit system for the metropolitan area, was created in 1967 through an interstate compact among the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. A Board of Directors with representatives from each of the three jurisdictions governs the affairs of the authority. WMATA's responsibilities include operation and administration of the Metrobus and Metrorail systems, the establishment of recommended fares, and the determina-

tion of funding from various sources, including the share of subsidy from each of the participating jurisdictions.

The Mass Transit Division (MTD) in the District Department of Transportation (DDOT) is the District's liaison office with WMATA. MTD continuously monitors and evaluates the provision of Metrobus, Metrorail and MetroAccess paratransit service in the District by WMATA. The division also prepares the annual budgets, and processes the quarterly payments for the District's subsidy to WMATA.

The agency plans to fulfill its mission by achieving the following strategic result goals:

- Increase the number of trips taken, within the District of Columbia, using alternate means of transportation, including mass transit, pedestrian, bicycle and high occupancy vehicles, by 15 percent by 2006.
- Implement alternative strategies and overall system capacity increases to maintain or decrease current congestion levels based on the demand for services.

Did you know...	
Telephone:	202-962-1234
Number of Metrobus routes in the District	102
Average weekday Metrobus ridership in the District	282,000
Number of Metrorail stations in the District	39
Average weekday Metrorail ridership in the District	200,000

Where the Money Comes From

Table KE0-1 shows the sources of funding for the WMATA

Table KE0-1

FY 2004 Proposed Operating Budget, by Revenue Type

(dollars in thousands)

	Actual FY 2001	Actual FY 2002	Approved FY 2003	Proposed FY 2004	Change From FY 2003	Percent Change
Local Fund	163,073	148,493	154,531	165,200	10,669	6.9
Total for General Fund	163,073	148,493	154,531	165,200	10,669	6.9
Gross Funds	163,073	148,493	154,531	165,200	10,669	6.9

How the Money is Allocated

Table KE0-2 shows the FY 2004 proposed budget for the agency at the Comptroller Source Group level (Object Class level).

Table KE0-2

FY 2004 Proposed Operating Budget, by Comptroller Source Group

(dollars in thousands)

	Actual FY 2001	Actual FY 2002	Approved FY 2003	Proposed FY 2004	Change from FY 2003	Percent Change
41 Contractual Services - Other	25,000	0	0	0	0	0.0
50 Subsidies and Transfers	138,073	148,493	154,531	165,200	10,669	6.9
Subtotal Nonpersonal Services (NPS)	163,073	148,493	154,531	165,200	10,669	6.9
Total Proposed Operating Budget	163,073	148,493	154,531	165,200	10,669	6.9

Some key initiatives for FY 2004 include:

WMATA-wide

- Propose an increase in fares (several options under consideration).
- Fully deploy 6-car trains system-wide during the peak period.
- Increase police and security at core transfer stations.
- Increase benefit to motivate managers at or near retirement to "opt out" or retire now, and replace one manager for every 2 early retirements.
- Implement a 25 percent reduction in fare collection costs by eliminating all but the most popular passes and also eliminating 1 revenue collection team from existing teams.

District of Columbia

- Continuation of Tysons reverse commute bus service.
- Continuation of increased bus service on:
The Hospital Center Line (D8)
Park Road-Brookland Line (W6)
Garfield-Anacostia Loop Line (W8)

Gross Funds

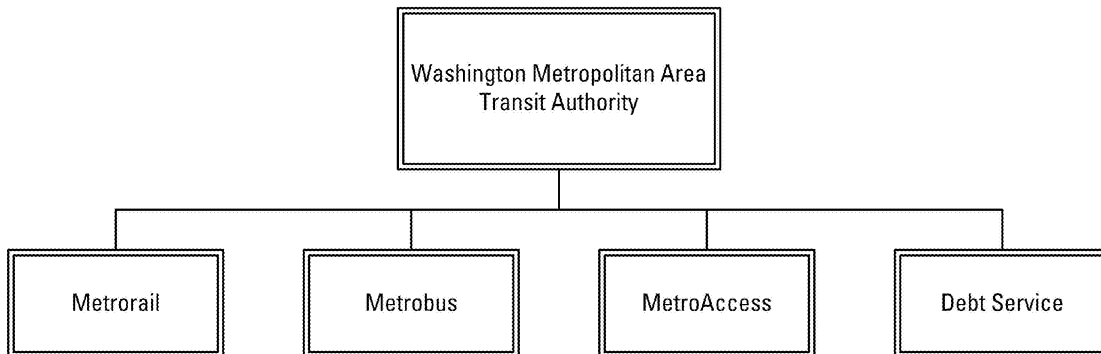
The proposed budget is \$165,200,000, representing an increase of 6.9 percent over the approved FY 2003 budget of \$154,531,000.

General Fund

Local Funds. The proposed budget is \$165,200,00, representing an increase of \$10,669,000 over the FY 2003 approved budget of \$154,531,000.

Figure KE0-1

Washington Metropolitan Area Transit Authority



Changes from the FY 2003 approved budget are:

- An increase of \$10,669,000, which represents the District's share of an overall WMATA increase of 5.3 percent. The major cost drivers for the proposed increase include salaries, benefits, motorbus fuels and property and general liability insurance. The additional costs can also be attributed to current and forecasted ridership based on WMATA-Board approved bus and rail service guidelines and maintaining operation of services provided during the previous year.

Programs

WMATA is committed to the following programs:

Metrobus

District Metrobus operations provide service 24 hours a day, 7 days a week on approximately 102 routes throughout the District that serve an average weekday ridership of 282,000.

Metrorail

The Metrorail operating subsidy provides the District's share of rail subsidy for WMATA to maintain the operation of the Metrorail system for District residents. WMATA currently operates 103 miles of the system with 83 stations in the metropolitan area. Approximately 38 miles of the operating rail system and 39 stations are

located in the District, serving approximately 200,000 trips by District residents per weekday.

MetroAccess

Under the Federal Americans with Disabilities Act (ADA), WMATA is required to provide curb-to-curb wheelchair lift-equipped van service for persons unable to use accessible conventional bus or rail services. WMATA contracts with private carriers for this paratransit service, called "MetroAccess." In the District, the service has over 3,200 certified riders and carries 17,000 passengers per month.

Debt Service

The District's Metrorail debt service finances the District's annual share of \$997 million in bonds sold by WMATA in the 1970's for the rail construction program. This payment is consistent with the Ancillary Bond Repayment Participation Agreement entered into between the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and the United States Secretary of Transportation.

Agency Goals and Performance Measures

Goal 1: The department will increase the number of trips taken, within the District of Columbia, using alternative means of transportation, including mass transit, pedestrian, bicycle and high-occupancy vehicles by 15 percent by 2006 (3% per year).

Citywide Strategic Priority Area(s): Promoting Economic Development

Manager(s): Amir Tuteja, Economic Analyst

Supervisor(s): Alex Eckmann, Administrator, Office of Mass Transit

Measure 1.1: Percent change in transit ridership over prior year

	Fiscal Year				
	2001	2002	2003	2004	2005
Target	3	5	3	3	3
Actual	6.4	1.7	-	-	-

Note: WMATA FY 2004 budget listed a FY 2002 target of 3.0 percent for Measure 1.1 (1/02/03). This is inconsistent with the FY 2002 target published in spring 2002 so the target of 5 percent has been retained.

Measure 1.2: Number of dollars provided (millions)

	Fiscal Year				
	2001	2002	2003	2004	2005
Target	138.1	148.6	154.5	165.2	171
Actual	138.1	148.6	-	-	-

Measure 1.3: Number of dollars requested by WMATA (millions)

	Fiscal Year				
	2001	2002	2003	2004	2005
Target	146.9	155.5	162.8	167	177.9
Actual	138.1	148.5	-	-	-

Note: WMATA's FY 2004 budget submission restated the FY 2002 target as \$154.7 million. The agency also reduced its FY 2004 target from \$170.9 million to \$167.0 million. (12/27/02) Revised also were its FY 2000 target and actual data from previously published figures (Target: 135.5; Actual: 141.5). (01/14/03)

Measure 1.4: Cost to monitor each \$10 million of subsidy

	Fiscal Year				
	2001	2002	2003	2004	2005
Target	N/A	24059	23200	23000	23000
Actual	24892	24059	-	-	-